GOVERNMENT OF INDIA
RURAL DEVELOPMENT
LOK SABHA

UNSTARRED QUESTION NO:7164
ANSWERED ON:13.05.2005
CHANGES IN GUIDELINES UNDER PMGSY
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Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether any changes have been made in the rules regarding the works under `Pradhanmantri Gram Sadak Yojana` ; and

(b) if so, the details of the changes made in the rules to overcome the difficulties being faced while carrying out the work?

Answer

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT(SHRIMATI SURYAKANTA PATIL)

(a) & (b) The implementation of the Pradhan Mantri Gram Sadak Yojana (PMGSY) is governed by the Guidelines of the Programme issued from time to time. The Ministry of Rural Development has consolidated the clarifications issued on various occasions on Pradhan Mantri Gram Sadak Yojana (PMGSY) and issued Consolidated Guidelines on 1.11.2004. The main changes incorporated in the new consolidated Guidelines are at Annexure.

Annexure

Annexure referred in Reply to parts (a) & (b) of Lok Sabha Unstarred Question No. 7164 for Answer on 13.05.2005.

Changes in Guidelines of PMGSY

1. Inclusion of Associated Through Routes

In districts where new connectivity works are eligible to be taken up, normally no upgradation works will be done. The exception is in case in a State the existing rural Through Routes are in poor condition and the new link does not provide the required all weather connectivity to the market. In such cases, upgradation/renewal/maintenance of rural Through Routes associated with the new connectivity link is now permitted provided its Pavement Condition Index (PCI) is less than 3 (i.e. road is in poor condition) and the road is over 6 years old.

2. Upgradation Proposals on basis of priority based on PCI

Upgradation works are to be undertaken only after new connectivity of all eligible habitations have been taken up in the District. In respect of Districts where no new connectivity is required to be done, a Comprehensive Upgradation Priority List (CUPL) will be prepared on the basis PCI of the rural Through Routes of the Core Network as follows:

i) Priority-I will be Through Routes which are constructed as WBM roads. In such cases, upgradation will comprise of bringing the existing profile to good condition with in geometrics, necessary drainage works and road signages and providing the appropriate crust and surface as per design requirement.

ii) Priority-II are other fair weather Through Routes or gravel through routes or through routes with missing links or lacking cross drainage. In such a case upgradation will consist of converting the road into an all-weather one with appropriate geometrics and all necessary provisions.

iii) Priority-III will be other Through Routes which are at the end of their design life, whose PCI is 2 or less, i.e., are `poor` or `very poor`. In such cases, upgradation will include improvement in design where necessary, with width, surfacing, etc., as per projected traffic requirements.

iv) Presently sealed-surface all-weather roads with PCI more than 2 and sealed surface all-weather roads which are less than 10 years old (even if PCI is less than 2) will not be taken up for upgradation.

3. Time period for execution of works:

9 working months are available per road work subject to 12 months per package.

4. Special provisions for Hill States :
Hill States may take up new connectivity works in two stages. In the first stage formation cutting, CD works and slope stabilisation

would be done. After a gap of two rainy seasons, balance work of pavement layers and surface would be taken up. The 5 year contracted maintenance would follow the 2nd phase with maintenance in the 2 year intervening period being done departmentally . 9 months period would be separately available for the two stages.

5. Funding of SRRDAs

SRRDAs will maintain 3 separate accounts for `Programme funds` `Administrative funds` and `Maintenance funds`. To support the administrative and quality control costs in PIUs and SRRDAs, costs would be funded out of PMGSY as follows:-

Item	% of funds released
(a) Admin. expenses for PIUs	1.00%
(b) Travel Expenses of PIUs	0.50%
(c) Admin.& Travel expenses (SRRDA)	0.25% (Rs. 25 lakh maximum)
(d) Independent Quality Monitoring 2nd tier	0.50%

6. Quality Control :

Though the Quality Control Handbook specifies that contractors will maintain field laboratories (supervised by PIUs as the first level of quality monitoring),in actual practice this is not being operationalised in many States because the second level of independent quality monitoring under the State Quality Coordinator is not functioning in such States. in the absence of the 2nd tier, the 3rd tier of NQMs was bearing the main load and at a higher cost (due to higher travel expenses). In order to encourage the SRRDA to operationalise the 2nd tierÂ¸ 0.5% of the cleared value of proposals will be additionally released to SRRDAs to fund the 2nd tier quality control. Payments to Contractor will not be made unless he sets up the State Level Quality Control Laboratory, deploys the requisite number of Engineers and prepares a work programme.

7. Instalment release Procedure

The first instalment would be released at 50% of the cleared value or annual allocation whichever is lower. The second instalment equal to the balance on account of works awarded would be subject to fulfilment of accounts and auditing conditions and actual progress of expenditure (60% of funds) and completion of works (80% to 100% of earlier years).

8. Consultation with Panchayat Institutions

As a part of the PMGSY process, PIUs are now required to organise an informal `transect walk`. It will be undertaken by the AE/JE at the time of preparation of DPRs. The Panchayat Pradhan Mantri Gram Sadak Yojana, Local Patwari will participate. Forest Department officials also will be associated.

9. Maintenance:

Since rural Through Routes / Main Rural Links carry comparatively larger traffic and keeping them in good condition is particularly important, Through Routes (whether upgraded under PMGSY or subjected to maintenance contract as an associated Through Route of a PMGSY link route) on expiry of 5-year post-construction maintenance shall be placed under Zonal maintenance contracts consisting of 5-year maintenance including renewal. The State Government will make the necessary budget provision and place the funds to service the zonal maintenance contracts at the disposal of the SRRDA in the Maintenance Account.